

MUSCLE CAR REFERENCE GUIDE

For 1967 To 1975 Mopars

Year	Model	Vin Digit	Year	Model	Vin Digit
1968-70	Charger R/T	XS29	1970	Challenger R/T-SE	JS29
1968-70	Dart GTS	LS23	1970	Chall. R/T Conv.	JS27
1968-70	Dart 340 Swinger	LM23	1968-75	Road Runner	RM23
1967-70	Coronet R/T	WS23	1967-71	GTX	RS23
1971-72	Demon 340	LM29	1970-71	Gran Coupe	BP29
1973	Dart Sport 340	LM23		Barracuda	
1974-75	Dart Sport 360	LM23	1970-73	Duster 340	VS23
1969-71	Super Bee	WM23	1974-75	Duster 360	VS23
1971	Charger R/T	WS23	1967-70	Fury Sport GT & VIP	PP29
1970-71	Challenger R/T	JS23	1970-74	'Cuda	BS23
			1970-71	'Cuda Convertible	BS27

Note: 3rd and 4th digits in the VIN are for body type. Some models were offered as convertibles, coupes and hardtops. Refer to the codes below where applicable.

21 - 2dr Coupe 23 - 2dr Hardtop 27 - Convertible 29 - Special

There are exceptions to every rule as both Dodge and Plymouth took advantage of it during the course of the muscle car era. In 1968, Dodge did not offer the Super Bee as a separate model at the beginning of the model year, instead it was an option available on the Coronet 440 (WL) and the fifth digit help determine the Super Bee option. Either the 383 Magnum (H) or 426 Hemi (J) would be the correct fifth digits to help identify it. Soon after introduction (WM) identified the Super Bee as a separate model.

The 1967 to 1969 Formula S was available either as a big-block or small-block option on Barracudas. An "A78" option code on the data plate, along with the fifth digit determined its identity.

The 1970 Plymouth Superbird carry the same model code as a regular production Road Runner except the VIN's fifth digit is a "U".

5th DIGIT PERFORMANCE ENGINE DISPLACEMENT GUIDE

For 1967 To 1975 Mopars

1967-68 Model Yr	1969 Model Yr	1970-75 Model Yr
D - 273	P - 340	H - 340
P - 340	G - 383	J - 340 3x2
G - 383	H - 383 Hp	K - 360
H - 383 Hp	J - 426 Hemi	N - 383 Hp
J - 426 Hemi	K - 440 Hp	R - 426 Hemi
L - 440 Hp	M - 440 **	U - 440
	M - 440 3x2	V - 440 3x2
		Z - Spl 8 cyl.

(**) Chrysler used the "M" engine code twice in 1969. The 440 4-barrel HP V8 was used in the A-body Barracudas and Darts. The "M" code was used to identify the 440 Six Pack/6bbl. engine in the limited edition 1969 1/2 Road Runners and Super Bees.

The engine displacement (5th) fifth digits listed are only for the high performance V8s used, and does not represent anything else.

To decipher the performance hieroglyphics of the VIN tag use the first six digits of the car's VIN tag plate. These digits represent the following; First digit - car line, Second digit - price class, third and fourth digits - body type, fifth digit - engine displacement, and the sixth digit - model year. The breakdown of the VIN tag in this article covers only the muscle car years, 1967 thru 1971, although a few exceptions continued past the cut-off date of 1971. These exceptions belong to Plymouth's 'Cuda, Road Runner and Duster 340/360 models and their respective discontinued dates in 1974 and 1975 as separate models. The Road Runner and R/T was available as an option (A57) on the data plate starting in 1976. Dodge and Plymouth offered high performance 360 powered Darts and Dusters until 1976.

One of the long standing arguments associated with VIN tag numbers and their performance suffix belongs to the 1971 Challenger R/T equipped with the 340-4bbl. engine. In 1971, the Challenger R/T is the "only" model offered with the choice of two standard powerplants, the 383 Magnum or 340-4bbl. Unlike the Plymouth 'Cuda which had the 383 Super Commando V8 as its standard powerplant, the Challenger R/T offered a choice between the big-block or small-block as standard equipment at no extra cost to the buyer. You could still have a Challenger hardtop or convertible with either engine as an option, but it is not a R/T. It is a complex problem that can easily be answered with the first two digits of the vehicle's VIN tag number.

ASSEMBLY PLANTS 7th DIGIT OF VIN

For 1967 to 1975 Mopars

Assembly Plant	Identification Year Code			
	1967	1968	1969	1970-75
Lynch Road, Detroit, MI	1	A	A	A
Hamtramck, MI	2	B	B	B
Jefferson Ave., Detroit, MI	3	C	C	C
Belvidere, IL	4	D	D	D
Los Angeles, CA	5	E	E	E
Newark, DE	6	F	F	F
St. Louis, MO	7	G	G	G
Windsor, ON, Canada	9	R	R	R
Wyoming (Export)			P	P
Export	8			
New Stanton				H

From 1967 to 1975, these are the Assembly Plants and designation codes which were used on Chryslers, Dodges and Plymouths to identify their origin.

Dodge introduced performance models before the complex engine problem of the 1971 Challenger R/T back in 1968. Then they introduced the first Coronet Super Bee. It was actually a performance option which could be ordered in the Coronet line at the lower entry level to performance enthusiasts, whereas Plymouth introduced the Road Runner - their version of the Super Bee - as its own separate model.

Another of Dodge's performance models to have a similar problem was the 1969 Charger 500. Early models had the VIN digits of a Charger R/T. While later production 500's had their own VIN identification. All Charger 500's were customized R/Ts. The Daytona Charger also used the same VIN first four digits as the later production 500's. Both models had option code (A11) on their data plate.

Dodge wasn't really first with this type of identification for a performance model. Plymouth is credited with starting this practice with the 1967 to 1969 Barracudas and its Formula S option. With the 1967-69 Barracuda, the Formula S option could be ordered with either a 340 or 383 four barrel V8 engine. The way to identify a Formula S model would be with the fifth digit - engine displacement and "A78" option code on the data plate. From 1968 on, when a new model was introduced, except for the already mentioned models, the first two digits of the VIN will identify your Mopar muscle car. **cce**